

THE RIO NEWS.

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RIO DE JANEIRO, MARCH 24TH, 1882

NUMBER 9

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Limited Express: Upward, leaves Rio 7:15 a. m.; arriving at Barn 10:26 a. m., Rio Novo (central line) 7:07; Cachoeira (S. Paulo branch) 7:28 a. m., Desengano 11:42 and 1:57 p. m., Rio 4:45 p. m.; stops at all stations. Connects with Santa Cruz branch at Sapopema, and Macacos branch at Belém.

Mixed Trains: Leave Rio at 9:00 a. m., 3:12 and 4:10 p. m.; arrive, from Belém 7:15 a. m., from Barra 8:45 a. m., from Rio 6:07 a. m.; from Belém 6:07 a. m., from Rio 9:30 a. m.

Suburban Trains.—Passenger trains leave at 6:30, 7:40, 8:40 and 10:22 a. m., and 1:00, 2:15, 3:30, 4:30, 5:45, 7:30, 8:30 and 10:00 p. m., all stopping at Cascadura except the 10 p. m. train, which runs to Sapopema. Returning, the trains leave Sapopema at 3:36 and Cascadura at 3:50, 4:10, 7:40, 8:40, 10, and 11:35 a. m., and 2:10, 3:30, 4:30, 5:30, 7, 8:30 and 9:40 p. m.

CANTAGALLO R. R.—Leaves Niterói (Santa Anna) 7:30 a. m., arriving at Nova Friburgo 10:5 Cordeirinha 1 hour per tramway from Cantagalo) 4:20 and Macaco 5:45 p. m. Return train leaves Macaco 6:30, Cordeiro 7:30 and Nova Friburgo 10:10 a. m., arriving at Niterói 4:35 p. m. A ferry boat runs between Rio and São' Anna connecting with trains.

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THE RIO NEWS

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CITY TELEPHONE ADDRESS: No. 172.

RIO DE JANEIRO, MARCH 24TH, 1882.

THE provincial legislature of São Paulo has at last taken cognizance of the lottery evil, and has voted in first reading to prohibit all concessions for drawings after the 1st of October, 1883. Although this measure is seriously defective, it is still a moral gain which can not fail to produce good results. When it is possible to secure even a mild condemnation of the practice, there is then a reason for believing that the moral sense of the people has been aroused, and that it will lead to more radical and efficient measures in the near future. It is something to secure even so defective an act of repression. It is possible, however, that the act will receive some important amendments before its final passage, as the *Correio Paulistano* has called attention to defects which can not fail to produce some impression on the provincial legislature. It would seem that in its hesitating effort to provide against future concessions for lotteries, the legislature has overlooked the sale of tickets for outside lotteries. As the act now stands, the province of São Paulo will be debarred from granting provincial concessions for drawings, but will have no power to suppress the sale of tickets for the state lotteries, and those of other provinces. There will continue to be just the same number of broker shops, and just the same mania for investing in their attractive risks. What the province most needs is the total suppression of all such investments. Not only should there be no further concessions granted, the prohibition to be from date—but at the same time there should be a rigid suppression of the sale of all lottery tickets within the province. No license should be granted to ticket brokers, and the practice of such a business should be made a misdemeanor. Without some such measure, the province of São Paulo will place herself in the untenable position of having the savings of her citizens gathered up by outside enterprises, and carried away from her. It will result in a continual impoverishment of her people, and this is something which should be permitted under no consideration. The province of São Paulo is one of the most advanced of this empire, and she can not afford to commit so great an error as this.

ONE of the incidents of the late railway disaster at Engenho Novo—and it is certainly the most blameworthy incident of the whole affair—was the stupid and inhuman neglect of the wounded. The accident occurred at about half past nine o'clock; at half past ten a special train left the central station in this city with the assistant traffic agent; and it was not until after the arrival of this train that anything was done for the wounded, for a report before us innocently states that

the assistant traffic agent, accompanied by a police *subdelegado*, went to inspect the wreck when two men were found seriously wounded. For a period of over one hour these two unfortunate men were left lying in the ruins, suffering intense agony, and not one hand was raised to help them. Such inhumanity is simply unparalleled! It is a refinement of cruelty for which there can be no justification either in legal formalities or police regulations. We are well aware that the law is responsible for this—but who are responsible for the law? In cases of murder or suicide, it is admitted that the officers of the law should be put into possession of every fact connected with them, and that there should be no interference with the essential formalities. But in cases of accident, these regulations are both unnecessary and cruel. The first duty of every humane man is to afford prompt relief to those whose helplessness makes them dependent upon the kindly services of others, and this is just what the law forbids. There was no lack of men and means of relief at Engenho Novo, but through fear of the law all these were withheld for one long hour. And during that time, a stupid crowd of people stood about listening to the moans of the wounded and seeing their agony, without raising one friendly hand in succor. It is an accursed shame!—a shame upon the law for requiring so inhuman a procedure! a shame upon the people for obeying it. We are not inclined as a rule to advise disobedience to the law, even where the law is clearly at fault; but in cases like this there should not be a moment's hesitation. No generous man should have withheld his succor instant; he should have rendered every relief in his power, and then dared the law to harm him. The punishment of a man for so humane and noble a service, would disgrace Brazilian justice for all time.

THE *Globo* of the 18th inst. calls attention to the question of official requisitions for free passes on the tramways of this city which has grown into a flagrant abuse. One company alone—the Carris Urbanos—carries about 100,000 passengers every year on these free passes, a number which represents an annual tax of 10,000\$. For the year 1880 the requisitions on three of the companies called for 53,047 passes from the Botanical Garden company, 107,552 from the Carris Urbanos, and 28,386 from the Santa Teresa inclined plane, or 188,985 free passes on these three lines alone. The passes exacted from the other two companies, which are not given in the official report, will increase this total about 100,000 more, or say to an aggregate of 275,000 for all the tramways of this city. And this is exclusive of the letter-carriers and policemen who ride without even the pass. From this it will be seen that not less than 10 per cent. of the passengers carried by the several tramway lines of this city, travel on free passes obtained by direct requisitions by the imperial and municipal departments. It is needless to say that such a state of affairs is radically and inexcusably wrong. These companies have invested their money in enterprises which involved great expenses at the outset, and which require constant expenses in their administration. They take all the risks, meet all the expenses, pay all the losses, and get whatever profits they can. It may be urged that their profits are very large, but as long as the risks are kept at the maximum there is little chance for a change. If any outside benefit is to be derived from these investments, it should certainly go to the people who patronize them, but how can this be done as long as the companies are subject to these irregular and excessive exactions? Free them from these risks, and it will be a matter of very little difficulty to secure a reduction of rates

and then, in another sense, the whole transaction is one which is a standing disgrace. There is no reason why a public official should be a public mendicant. The people pay him for certain official services, and there the transaction should end. Outside his official capacity he should stand on just the same footing as those whose taxes are supporting him—even in the matter of paying car fares. Such practice simply creates a belief among officials that the country really exists for their personal support, and that their wants and privileges must take precedence of all else. Even the cadets of the military college are supplied with these passes, and when the medical college is started that too undoubtedly will be invested with the same perquisites. The whole practice is wrong, and the evil is increasing. It is a matter which should engage the early attention of the government, not only for its own honor and credit, but as an act of justice to the companies themselves. Were the government less exacting in these matters the investment of capital in railway enterprises would be obtained on far easier terms, from which the whole country would derive a substantial benefit. We can cordially support the position taken by the *Globo* against this gross abuse of authority.

THE opening of one of the high tribunals of justice in this capital, on the 14th instant, was made another occasion for denouncing the press. We have already been told by the present amiable prime minister that the journalists of this city are but brawlers of the street and loungers about cafés. He has even characterized them as maniacs, and has hinted threateningly at repressive measures on the part of the government. With this feeling on the part of the government and its tribunals, it is not improbable that the press will be called to an early account—or rather that such an attempt will be made. In view of such a purpose, it will be well for the government to give the subject all due consideration before entering upon so risky an enterprise. It is certain that public sentiment will support no crusade against the liberties of the press, and it is very doubtful whether the most influential among the political leaders can be induced to give their adhesion to it. The ministry and the courts should remember that repressive measures can only serve to aggravate the evils of which they complain, for none but the responsible journals will suffer. The long conflict between the police authorities and the *Corsario* is a good illustration how easy it is for a disreputable sheet to continue publication in spite of all efforts to put it down. This sheet was just what its name implied, for it levied tribute on all. Its columns were filled with libels and threats, and it was so indecent that no community should have tolerated it for one moment. And yet this sheet defied the authorities for months, and was not suppressed till its office was sacked by a gang of hired desperados, and its editors were sent out of the country without warrant or trial. Now if the *Corsario* had been a reputable publication with responsible men at its head, like the *Cruzeiro* or *Gazeta de Notícias*, there would have been very little difficulty in bringing it to terms. From the present defects in the law of libel it is much easier to punish an innocent man than a real offender, and for this reason alone the better class of journals will be the real sufferers from any repressive measures on the part of the government. And to what end? Simply that the people may not know how they are governed, and that a handful of political parasites may escape the rebuke and censure which their venality deserves. No reputable journal will say that all the judges or all the politicians are venal, but unfortun-

ately for the country they know too well how trustworthy some of them are. A pretence of virtue is all very fine, but it does not explain transactions whose stains are as deep and indelible as those of murdered Duncan. The denunciation of the press which a crown lawyer has seen fit to make before a superior court, and his generous tribute to their integrity and incorruptibility, is all very well, and undoubtedly filled the judicial heart with joy and content; but who believes a word of it? If the public men and the courts will meet these charges fairly, they will have very little cause for complaint. The Brazilian press is very far from being a dangerous adversary; on the contrary it is far too pliable and submissive. As is well known, it takes but little to satisfy even the most influential among these journals. Were it otherwise there would be less cause for complaint on the part of the public.

A resolution was introduced into the São Paulo provincial assembly on the 14th instant which merits the thoughtful consideration of the government, as it calls for administrative reforms of urgent necessity. Its purpose is to secure a larger measure of self-government for the provinces and municipalities and to reduce the interference of the general government in local affairs to the minimum. It must be clear to thoughtful men that the present system is both cumbersome and prejudicial to all concerned, and that some measure of reform is imperative. The present system is nothing less than an attempt to graft a representative form upon the old colonial system, and its result has been to retard the material and political development of the country. As now constituted the presidencies, police administrations and courts, are all parts of the general government. And then through the right of granting concessions to railway, navigation and mining enterprises, to central factories, to industrial companies, and to various other associations, the tendency is all toward a further centralization of power in the imperial capital. The natural result of such a system, as is seen in daily practice in this city, is the centering of all initiative and control in the few departments of state, and therefore nothing is or can be done without the permission of a minister or one of his immediate subordinates. An illustration of this is seen in the fact that so simple a matter as the stretching of a telephone wire between a warehouse and an office in the city of Pará had to first come to the department of agriculture in this city for permission. All these requirements lead to costs and delays which must often be fatal to an enterprise, and they render the business of the public departments of this capital so voluminous and intricate as to seriously impede their orderly working. In the interests of both parties, the government and the provinces, this great burden of administration should be divided; and it is just this that the São Paulo resolution asks. It petitions the general government for the creation of a second provincial chamber, for the election of president by the provincial chambers, for the local independence of the municipalities, for a revision of the general and provincial imposts, for a separation of the services required of officials by the two governments, for the liberty of association, and for a reform in the mortgage law. These demands are certainly modest enough, for they cover only a small part of the privileges to which the local governments are logically entitled. The first is a non-essential, and might prove an injury rather than a benefit to the provinces. For local government a single chamber is unquestionably the best, as it is simpler, less expensive, and more directly responsible for its work. The second is a

reform which is important and urgently necessary. The present system of appointing provincial presidents by the imperial cabinet is full of gross abuses, and is prejudicial to the interests of the provinces. It is employed for all sorts of purposes, from the placing of beardless boys in public life, to the management of an election or the advantage of a politician who wishes a vacation employment. Its only advantage lies in the direct control of the province by an officer of the general government. It is reasonable to expect that the people of a province are better able to choose a suitable president, than is a ministry a hundred or a thousand miles distant; and it is equally reasonable to expect a better government from an elected citizen of a province than from an alien appointee. The third demand is perhaps the most important of all, notwithstanding Martinho Campos' declaration that the municipalities have all the power that could be desired. In support of this we need only refer the prime minister to the published acts of the general and provincial governments, with which he ought to be perfectly familiar after so many years of public service. The simple fact is that even a hole in the road, or a broken bridge, can not be mended without an application one or the other of these governments. When Brazil possesses a prime minister who recognizes in the municipality the source of all true power and representative government, she may then expect a period of real, substantial prosperity—and not before. A central government, backed only by helpless, dependent, untrained municipal organizations, is very far from meeting the modern idea of a strong, representative government. In granting all the privileges of local administration to the municipalities, the general government will not only lose none of its legitimate power over them, but it will really gain through the self-reliance and prosperity which should follow such an act. In the other demands, the reforms are equally essential and urgent. The taxation laws are now in need of complete revision, the more so as some products are unequally burdened through the imposition of taxes by the general, provincial and local authorities. When the lines are clearly drawn between the general and local administrations many of these questions will naturally resolve themselves; what is now needed is the first step toward decentralization.

The proceedings of parliament have not as yet developed anything beyond questions of local interest, except in the matter of an undecided discussion on rural credits which occurred on the 20th. In the Chamber the contested election cases have nearly all been settled, there remaining but few deputies yet to vote in. The sessions have been largely occupied with the consideration of certain deficiency credits, the army bill and the various administrative and private matters which generally fill so large a part of the order of the day. On the 21st, however, an event occurred in the Senate which should not be overlooked. A large number of lottery bills passed by the Chamber of Deputies in 1880—sixteen separate bills in all—were called up in second reading for consideration, when with hardly a word of debate they were all rejected. This is simply unparalleled. One of these bills was for the authorization of the general sale of the tickets of a Pernambuco lottery throughout the whole empire, while the other fifteen were for the creation of new lotteries, to a total of *forty-five drawings*. How many more lottery schemes there may be on their way through the two chambers we do not know, but this prompt and praiseworthy action of the Senate promises well for their treatment when they come to the surface. These lottery authorizations have grown

into so manifest and gross an abuse, that there is really no alternative but summary prohibition, and this refusal to grant new concessions is one step toward that result. The other matter of parliamentary interest was the discussion of the rural credit question—on an interpellation—in the Chamber on the 20th inst. Although the discussion was fruitless, and the most vital points at issue were untouched, the discussion developed the fact that this question will undoubtedly be the principal one before the present legislature. The planters, who are most strongly represented in both houses, are determined to secure pecuniary assistance from the government through the creation of banks of credit. Through such agencies, aided by express statutory restrictions upon interest rates, they expect to borrow money for long terms at low rates. This purpose was expressly stated by Deputy Martinho Francisco, of São Paulo, who declared that his province wants "cheap money for long terms." Previous to the discussion of the 20th the prime minister had declared his opposition to any such measure, and this led to the resignation of the presidency of the Chamber by Deputy Martinho Francisco, and his going over to the opposition. The favorite scheme of the planters is the establishment of one or more great loan banks the interest on whose capital shall be guaranteed by the government, and which shall loan money on long terms on real estate and crop securities. Although he has thus far shown but little familiarity with the subject, we are glad to note that the prime minister is opposed to the scheme. Cheap money means nothing more than a prolongation of the present system of *grandes lavouras*, with all its defects, debts, and improvidence. Cheap money means increased indebtedness and continued prodigality. According to the official report of the Banco do Brasil that institution now holds mortgages on 341 plantations in the province of Rio de Janeiro to an aggregate of 19,259,661 \$844, in Minas Geraes on 147 plantations to an aggregate of 6,983,829 \$879, and in São Paulo on 49 plantations to an aggregate of 3,841,430 \$000—or an aggregate of 36,085,221 \$633 in the three principal coffee-producing provinces of the empire. As these plantations have exhausted their credit they very naturally demand cheap money and easy facilities for borrowing—a demand which means nothing more than the indefinite expansion of all this enormous indebtedness. If the government wishes to crush all agricultural development, it can do no better than to grant these demands.

RIVER PLATE ITEMS.

From the Buenos Aires *Herald*, packed ed., March 4.

—Business affairs in this market are pretty dull.—The custom house receipts for February amount to \$1,255,835.79.—The camps of Rioja and Córdoba have been invaded by large armies of locusts.—There is a general want of money and those who have failed to pay up old accounts feel a difficulty in obtaining further credit.—The establishment of a new and wealthy line of steamers, with a daily boat to Montevideo, is announced.

—During the year 1881, forty-two sailing vessels arrived at Bahia Blanca with 3619 tons cargo, and 39 sailing vessels left with 1881 tons cargo; 22 steamers arrived with 10,668 tons, and 18 left with 7,374 tons.

—From the 1st to the 15th of February the shipment of jerked beef have been as follows: For Brazil, 61,850 quintals, loading for do, 30,700 qd; for Cuba, 18,800 qd, loading for do, 72,700 qd.

—The decree ordering the opening of the exhibition to take place on the 15th inst. was published yesterday (March 1). It will take more than a decree, just as it has taken more than a sign-board, to accomplish this.

—The municipality has issued its directions about the lottery, which, after many years' banishment, is to be re-established in this city, where we are to have four lotteries per month, as a means of increasing the municipal revenue.

—Three new colonies of Swiss and Friesians are to be established in Entre Ríos.

—The exposition management, which has not half the necessary money required, are reported to have given Ferriari \$15,000 gold as a subscription for his Opera. This is shameful if true, and a gentle man tells us he saw the money paid over.

—Mr. Schwartz, the head and front of the exhibition, has resigned in disgust, utterly disengaged at the blundering in the management. The affair is becoming in serious danger of collapse. This danger was long ago pointed out, and was scouted at by the managers.

—During last week there have arrived at the San Pedro station of the Central Northern Railway one hundred and twenty wagon-loads of machinery for the sugar works of Santiago del Estero. This may give some idea of the extraordinary growth of this new and very important industry in that province.

—The idea of making a grand Boulevard through the centre of the city is seriously occupying the attention of the corporation just now, but uncertainty respecting the very slender means available, and the great cost of such a work, cause all sensible and unprejudiced persons to hope that, before taking any definite action on it, the city authorities may sit down and count the cost.

—A project has been presented to the national government by a private firm, which proposes to undertake the construction of the Jinjuy and Santiago extension on the Northern Railway on its own account, under certain conditions, which are calculated to relieve the government of one of its weighty responsibilities, and help to keep it afloat for the successful performance of its other duties.

—During 1881 the salarios of the Plate have killed 1,157,000 head of cattle, which may be distributed as follows:

Montevideo	210,000 head
Uruguay	455,500 "
Total in Uruguay.....	665,500 "
Buenos Aires	226,500 "
Entre Ríos	265,000 "
Total in Arg. Rep.....	591,500 "

—From Uruguay we have to report the elevation of General Maximino Santos to the presidency for four years. President Vidal, whose chief end of man seemed to be the accumulation of self and the preservation of his own mortal coil, was advised that it would be very beneficial to his health for him to get out on the 1st of March, and not wishing to be in the way, he did so; and the legislative assembly having its official eye open to it twisted and outraged the constitution so as to proclaim Santos for four years.

From the *Herald's* pocket edition of March 8.

—There is a very great demand for wire, and the numerous camps to be fenced will doubtless keep this up for sometime.

—Business, in all the country districts is improving notably. The greater part of this year's wool is sold, and campions are coming in and buying their stocks for the year.

—Cattle are dying in great numbers of epizootic at Lujan, Maipu, San Vicente and in the province of Mendoza. This disease is especially virulent in the first mentioned district.

—Notwithstanding the fact that trade is livelier with all our storekeepers and importers than it has been for some time, there is no visible rise in prices, owing to the very large stocks of all kinds of goods which are in the market.

—The price of the tickets for the Continental Exhibition has been fixed as follows: general entrance, ten dollars; for concerts and festivals, 20, the opening and closing days \$30. Senior tickets for exhibitors \$300, for non-exhibitors \$500. The season ticket will bear the portrait of the owner.

—It is said that the exhibition committee, having been informed that some exhibitors intended to present foreign-made goods there as if made in the country, they have declared their intention not only of rejecting and forbidding the exhibition of all goods presented under such circumstances but also of publishing the names of the persons attempting the fraud.

—The discovery of a petroleum spring in Mendoza, and the partial working of the same, points to a future source of wealth, the limits of which may be altogether beyond our powers of calculation. Not the least among the benefits resulting from the opening of railways in the different provinces will be knowledge that will thus be obtained of the resources and products of the country, many of which, it may be feared, are not so much as known yet. Whilst men have been fighting and cutting each other's throats to get their hand into the public treasury, untold wealth may have been lying at their feet, and not so deep under ground as what they had to dig to get rid of the corpses of their victims.

—The maritime authorities of Conecordia have apprehended three men, and confiscated a small boat in which they were endeavoring to introduce some contraband general merchandise. At first they tried to resist, but, seeing this to be useless, they surrendered.

BRAZILIAN EXHIBITS.

We recommend to the attention of the Club Industrial the beautiful speech of Sr Pereira Rego, delivered in Rio on the night 26th January last, previous to closing the preliminary exhibition in that city of the articles to be sent to the Buenos Aires exhibition. This remarkable speech has come down to us by the last mail in pamphlet form, which we have read through, and it shows us the very marked earnestness of the Brazilian character in everything that bears the slightest stamp of nationality.

Happy indeed is it for South America that the struggle to-day between the South America powers is industrial, not political. The pride of the Brazilians in their industries, as breathed in this speech is all the more excusable since within a single generation Brazilian products have risen to so great, so noble a rank; our Club Industrial should publish in Spanish Sr Rego's speech, if for no other purpose than to show the rank and guineas stamp which Brazilians accord to their Club Industrial, on association in the Plate that struggles for an existence, and is all but ignored by our public men.

We fear we must confess that with us there is mighty little of the pride of industry. The exhibition may possibly open for the workmen in the Plate a new groove, we hope it, but whether it is the national wealth of the country, the extravagance of the people, or the vampirical influence of place and office which rides roughshod over our working classes, certain it is that Mr Rego's speech awakens us to the fact, that if Brazil is great and grand and powerful to-day, it is due to her industries. When shall we in the Plate be able to say so much?—*The Standard*, Buenos Aires, March 4.

Were not the *Standard* known for its unchanging seriousness, we should say that the foregoing is a pleasant hit of sarcasm. The *Standard*, however, is never sarcastic; it has no such "rank and guinea stamp."—*Ed News*.

From the New York *Commercial Bulletin*, January 26.

NON-SUBSIDIZED STEAM SHIPPING.

We observe that the directors of the Hamburg & South American Steamship Company, at their recent general meeting, decided to have three new steamers built, of larger tonnage and higher speed than any already in their service. This line has been steadily advancing in prosperity, in proof of which it may be stated a dividend of 12½ per cent. was declared last year. When the new steamers are built the company will have a fleet of fifteen vessels, and departures will be made every ten days from Hamburg to La Plata, Bahia, Rio, etc. The increase in business has been as follows:

	1872.	1880.
Freight from Hamburg	1,016,440	2,327,100
Return freight	689,720	2,045,500
Passengers	574,400	924,500
Round trips	9	36

It is to be remarked that this line has no subsidy, and that its operations show that trade along the eastern coast of South America can be made to pay. We commend these facts to the consideration of a numerous class of writers among us who have somehow imbibed the fallacious idea that nothing but subsidized home-built steamship lines is needed to promote our commerce with those countries. If the question be raised, how is it that German private enterprise can run these steamers without government aid thus, and divide twelve and half per cent. per annum on their earnings, the answer is, that their government, arbitrary and despotic as it is in other respects, has the wisdom to permit its subjects to purchase their vessels in the cheapest markets. Germany, like other highly "protected" countries, cannot manufacture steamers as economically as they are manufactured by free trade England, and hence German capitalists who put their money into ocean steamships are not foolish enough to try and build them on the Elbe or the Weser, when they can buy them ready-made to greater advantage on the Clyde or the Tyne. A contrary policy would render it impossible to earn the handsome dividends reported by the Hamburg and South American Company. We say nothing of the important development of German trade, which must be one of the collateral advantages of this extension of steam facilities in that quarter, but submit the facts as here presented to the house committee on commerce, who are understood to be just now meditating upon the ways and means of reviving our commercial marine, with the special view of extending the sphere of American mercantile enterprise in the South American markets.

PROVINCIAL NOTES

The *Correio Paulistano* has opened a subscription for the relief of the victims of the late inundation.

An epidemic of small-pox has broken out at Saco dos Lírios, Santa Catharina, and is raging with great intensity.

The German colony at Petropolis held a celebration on the 22nd inst. in honor of the birthday of the Emperor William.

The São Paulo provincial assembly is discussing a bill for the levying of an impost of 2,000\$ on every slave coming from another province, without exception.

According to late Rio Grande papers that province is now suffering from an epidemic of crime, murders, robberies, etc., being of daily occurrence.

The revenue office at Iguaçu, São Paulo, has not had a revenue stamp for six months, and yet Iguaçu is believed to be one of the future commercial cities of the province.

After an interruption of two years, the *Industria Machado* cotton factory, of Machado, Minas Geraes, has recommenced work. The factory has a capacity of 1,000 meters of cloth per day.

The official valuation of the exports from Porto Alegre, Rio Grande do Sul, during the month of February was 561,660\$110, of which 487,361\$60 were domestic products and 74,298\$650 were re-exports.

The Ypanema iron-working establishment has received orders from the president of São Paulo for the manufacture of furniture for 100 schools, the castings to be made according to late American models.

The Rio Grande senatorial elections has resulted in the choice of a liberal tripartite list, composed of Drs. Antonio Ezequiel de Canargo, Henrique Francisco d'Avila and Gen. José Gomes Portinho.

The *Americano*, of Paráhyba do Sul, of the 17th inst., relates that a poor woman of that vicinity died on the 15th from an attack of hydrocephalus. She had been bitten by a rabid dog some days before. Her torments are described as most terrible. She finally ran away into the woods where she died.

An epidemic fever is raging at Cunaneia, São Paulo, from which over 60 have already died. Some 300 more are said to be suffering from it. The poorer classes are the ones generally stricken down. The president of São Paulo has taken steps to send medical and other necessary aid to the locality. It is described as a bilious remittent fever.

A report from Franca, S. Paulo, states that all communication throughout that part of the country has been seriously interrupted by the heavy rains. The overflow of Rio Grande cut communications with Minas, causing serious losses in the important trade with Ueraba and other interior towns of that province.

The São Paulo provincial assembly has authorized the municipal council of S. José dos Campos to borrow the sum of 40,000\$ for the construction of water works. The interest maximum is 10 per cent. per annum. To meet the obligation the council is authorized to impose a tax of 15 réis per kilo on all coffee exported from that municipality.

The provincial assembly of São Paulo has a project under discussion for the suppression of lotteries. It provides for their prohibition, exclusive of privileges already granted, after October, 1883. It has passed through its first reading. The proposed law simply prohibits drawings but does not touch the sale of tickets of outside lotteries.

A strike among the tramway conductors on the São Paulo lines occurred on the 11th inst., through the enforcement of a new regulation requiring every conductor to register himself on the police records. They objected both to the vexation and the registry tax. By putting all reserve and office employees, the company was able to continue the service with but few delays.

The *Gazeta da Bahia* relates a very sad accident which recently occurred at Orobó, Bahia. A man, named Gomes da Motta, and his wife went to call on a neighbor one day, leaving their four children at home. The little ones were all under six years of age. During the absence of the parents the house, thatched with straw, took fire and the children were all burned to death. Their bodies were found in the parents' room where they had run for protection when the fire broke out.

A resolution was introduced into the São Paulo provincial assembly by Deputy Camillo de Andrade on the 14th inst., petitioning the general government for, 1st, the creation of a second chamber in the provincial assemblies; 2nd, the election of provincial presidents by the two provincial chambers; 3rd, emancipation of the municipalities; 4th, revision of the general and provincial imposts; 5th, division of services required by the general and provincial governments; 6th, liberty of association; 7th, reform in the mortgage law.

RAILROAD NOTES

The Dom Pedro II line was reopened to traffic on the 19th inst.

The preliminary surveys of the Ouro-Pretana railway of Minas Geraes began on the 15th ult.

The new statutes of the "Macacé e Campos" railway were approved by the government, with some modifications, on the 18th ult.

The January receipts of the Companhia Paulista amounted to 234,014\$175, and the expenditures to 63,017\$280, leaving a surplus of 170,996\$895.

The February receipts of the Carangola railway amounted to 21,750\$440, and the expenditures to 19,660\$994, leaving a net surplus of 17,955\$216.

The provincial government of São Paulo has approved the plans of a new station which the Sorocabana company proposes to erect in the city of São Paulo.

The January receipts of the "Reice ao São Francisco" railway were 150,739\$530, and the expenditures \$6,755\$935, leaving a surplus of 63,953\$595.

The December receipts of the "Bahia ao São Francisco" railway (Bahia to Alagoinhos) amounted to 55,563\$970, and the expenditures to 37,019\$330, leaving a surplus of 18,544\$640.

Traffic was resumed on the 20th on the "Macacé e Campos" line, which had been interrupted since the heavy rains of the 22nd ult. The road had been completely submerged in places.

The contractors of the D. Thereza Christina railway, São Catharina, laid 1,600 meters of track during the month of January, completing a total extension of 13,140 meters.

The contract for the construction of the "Juiz de Fora ao Plan" railway, Minas Geraes, was signed on the 17th instant, the signers being Quintino Bacelava and Zeférino Carlos de Oliveira Dourado.

The net receipts of the Paulista railway during the last half of 1881 were 910,020\$400, against 657,558\$530 in the same period of 1880. The passenger carriages were 89,492, of which 19,109 travelled first-class.

The *Província* of São Paulo says that the new provincial law conceding an interest guarantee of 6 per cent. on 800,000\$ in the Sorocabana railway, for the Ilapetininga branch, received the sanction of the provincial president on the 15th inst.

Law No. 4 of the São Paulo provincial assembly authorizes a contract with Paulino José da Silveira and Crescencio José de Oliveira e Costa for the construction and use of a tramway line from Guaratinguetá to the parish of N. S. da Apresentação.

The November receipts (just published) of the São Paulo railway, were 547,569\$380 and the expenditures 414,516\$870, leaving a surplus of 143,053\$610. The receipts from freight were 476,390\$420. The road carried 12,368 passengers during the month.

The first act of the present provincial assembly of São Paulo, which has received the sanction of the president, is an authorization for a contract with the Mogiana railway company for the construction of two bridges over the Rio Pará, one between Batatás and São Simão, and the other at Porto Maximo. The price specified is 38,000\$, or 25,000\$ for the first, and 13,000\$ for the second.

A contract was signed on the 16th inst. between the provinces of Rio de Janeiro and the civil engineers Luiz Raphael Vieira Souto and Henrique Eduardo Hargreaves for the construction of a railway from the station of Belém on the Dom Peleiro II line, to the parish of Paty do Alferes, in Vassouras. The route will follow the courses of the rivers Sant'Anna and Clá. The gauge specified is one meter. The concession is for a period of ninety years, and includes a privileged zone of twenty kilometers on each side of the line. The company will be required to carry all provincial officials and employees on duty, moneys, mails, etc., gratuitously, and to put up a telegraph line for the special and free use of the government.

A serious accident occurred on the Dom Peleiro II line at the Engenho-Novo station on the evening of the 19th inst. The evening express train had been delayed by the breaking of an axle and did not arrive at this station until 9:30, over two hours behind time. A suburban train, which should have left this station at 8:54, had been run upon a siding to await the arrival of the express. When the latter finally arrived, a switchman made the mistake of running the express off the main line on the siding, causing a disastrous collision in spite of the immediate application of the air brakes. Several persons were injured, some of them seriously. The locomotive and two cars of the express and the two rear cars of the suburban train were smashed up. The locomotive driver of the express train showed exceptional nerve and coolness by remaining at his post, and applying the air brake, thus refusing the disastrous consequences of the collision.

STEAM VERSUS SAIL.

How any one can advocate, as has recently been done, the building of sailing vessels is difficult to conceive, in view of the fact that steam is everywhere driving sailors from the ocean. A new illustration of this fact is our trade with Brazil. Sailing vessels have been doing a considerable business with Brazil, notwithstanding the regular lines of steamers. By accepting "time charters" and consenting to take certain "lump sums" as payment for the trip, sailing vessels have obtained many cargoes of merchandise from this port to Brazil and return. Lately, however, several transient steamers have been chartered to take the business hitherto done by the sailing vessels. The steamer *Berkshire*, the steamer *Arlington*, and other steamers have lately been chartered for this business. What is true of Brazil is also becoming true of Caleutta and the East Indies whose trade with this country has been carried on by packet lines. Within two weeks four steamers have sailed from New York to Caleutta and the East Indies with oil in casks. What makes the situation worse for the sailing vessels is that the steamers carry the cargoes at rates almost as low as the sailing vessels. In the case of Brazil, the rates have been the same. The steamers to Caleutta have charged 35 cents per case; the sailing vessel rate has been 30¢ 32½ cents. Of course, taking into consideration the greater speed and other advantages of steam transportation, the 25 cent rate is cheaper for the shipper than the 30 cent rate.—N. Y. *Commercial Bulletin*, February 6.

BRITISH STEAMSHIP CONSTRUCTION.

Steamship property is steadily appreciating in England and Scotland, while the cost of construction is as steadily increasing, owing to the great demand upon the capacity of the shipyards and other causes. Messrs. H. E. Moss & Co., in a late circular say: "The French bounty bill has brought many buyers to our market, and more will come, but it is to our own energy and perseverance that the wonderful production of 1881 owes its existence—a production of steamships alone exceeding 1,000,000 registered tons, and representing a money value of nearly £20,000,000. It is unprecedented, and would make us fear for its profitable employ, were it not that we are practically the carriers of the world, and that the development of the Australian and Eastern trades will in themselves require a full moiety of the whole production. The tendency is still to increase the average tonnage of steamers, and of the larger number now on the stocks, all are of 1,000 tons or upwards, except about 40, and as comparatively few small vessels were launched in 1881, holders of such steamers are asking increased prices. Every nationality is flocking to our building yards, and though the American flag is not granted, except to American-built ships, and trade between American ports can only be carried on with American vessels, our cousins are beginning to find it to their advantage to come to us whenever their trade is such that it can be carried on under a foreign flag, and a few orders on their account have been lately placed."

From *The Two Republics*.

MEXICO DURING 1881.

The year 1881 will ever be memorable as the beginning of an era of great public works which will soon transform the republic of Mexico, introducing the elements of progress and prosperity which are so familiar to the sister republic of the North. At the beginning of the year the two great trunk lines of railway leading northward and eastward from this capital had barely commenced their works of actual construction. At its close one of these lines has nearly completed the connection of Mexico with Leon, the central city of the republic, and second in point of population and industry. The other line, after surmounting physical obstacles which must be seen to be appreciated, will shortly be finished to Toluca, whence it will be pushed with the greatest rapidity to Matamoros and thence northward and westward to the Rio Grande and to the Pacific. Both the lines above mentioned have already penetrated a score or two of miles southward into Mexico from the Rio Grande. Four connecting lines in the United States have within the year reached the Mexican frontier, two at Paso del Norte and two at Laredo, and with the close of the year a fifth line will be completed to Eagle Pass. Concessions have been granted to a large number of projected railways, including four of an international character. The enterprises severally associated with the names of Huntington, Grant and Gould, have their corps of engineers in the field, and promise important results within the near future. The laying of a submarine cable to Vera Cruz and Coatzacoalcos is another event of more than passing interest. The establishment of an Italian colony in Vera Cruz, the expected arrival of another destined for the state of Morelos, and the liberal subsidy granted to a line of European steamers specially destined to the bringing of immigrants, show the activity of the government in promoting one of the chief elements of national welfare.

The abundance of Americans in our hotels and cafes is in striking contrast with a time not remote when the American colony here was one of the smallest. Mining interests have assumed a remarkable development within the 12 months, chiefly by the aid of American capital and American talent, and other vast enterprises, such as the drainage of the valley of Mexico, are shortly to be launched upon the financial market of the world. Banks of various descriptions have received charters of a national bank. Minor improvements in great number might be mentioned as having been effected during the year, one of them being the introduction of the electric light into this capital.

The centennial exposition, still in progress at the National Academy of Fine Arts, is of interest as an eloquent testimony to the artistic progress of Mexico, and the international exposition recently opened at Oriente will have a wide influence in making the wealth of Mexico known both at home and abroad.

After all, the greatest triumph of the year for Mexico is the perfect peace and tranquillity which have reigned within her borders, and have borne their natural fruits in an overflowing treasury. Individual liberty and the freedom of the press have been respected as never before. Mexico is becoming accustomed to the exercise of her rights as a republican country, and it may be hoped that the days of military dictatorship and civil war are past, never to return.

BRAZIL AS A FIELD FOR INDIAN EMIGRANTS.

The Calcutta *Englishman* in advocating this scheme says:—Brazil as a field for emigrants is quite unknown in this country; but there appears no reason why a system of emigration there should not be capable of organization. It is true that Brazil is a foreign country; but any objections on this score are no greater than those which also apply to the French colonies to which the emigration of laborers from this country is sanctioned. Brazil is suffering much from a scarcity of labor. The resources of slave labor, on which she has hitherto been mainly dependent, are rapidly failing inasmuch as, though the law has not gone to the extremity of abolishing slavery throughout the kingdom, it has decreed for some time now that the children born thereafter of slave parents are free from their birth. The result of the measure has been that, while the old slave stock are dying out, there is no labor population to take its place. The children declared free by the law are as yet mostly too young for work, or, when of sufficient age, are described as not having the capacity for voluntary toil. The Brazilian experience in this latter point is not without example on other occasions of slave emancipation. The demand for labor is thus increasing. The attempts made to supply it are by way of European immigration, and a large proportion of the Italian, Spanish and Portuguese emigration is directed to Brazil. The demand, however, is chiefly for agricultural labor, particularly for the great coffee industry, of which immense is the further development is said to be hindered only by this want. In the tropical climate of Brazil field labor is well-nigh impossible for Europeans, even of the above class. Hence the demand is growing for labor capable of the work. This demand India appears very well suited to supply. No doubt proper guarantees, such as are usually required, would be granted for the treatment of emigrants, and the Brazilian government might be approached with advantage on the whole question. It should be remembered by way of encouragement that the West Indies are not very far from Brazil, and to them a stream of emigration has been successfully arranged from the shores of India.

THE new Venezuelan tariff is a model of its kind; and it is of just the kind that the Brazilian protectionist desires. It is complicated to the last degree. In many cases it is practically prohibitive, although it expressly prohibits only 16 articles. It includes about one thousand articles, which are divided into nine classes. There is no system either in the classification or the imposition of duties. The rates are assessed on the gross weight and range from 2 cents to \$4.00 per kilo, American coin. *No ad valorem* rates are charged.

THE CANADIAN TARIFF ON COAL.

The Quebec tug-boat owners are petitioning for the removal of the coal duty. It is alleged that over \$10,000 of duty was paid on coal last season by the company alone, and this annual drain upon the receipts of the tug owners cannot but cripple their business, if continued. It is also stated that steamers on the Lakes are permitted to take fuel at American ports, thereby escaping the payment of duty, and it is only in the province of Quebec that tug owners are taxed upon the fuel consumed in their business. This is regarded as very unfair, particularly when, as the petitioners claim, Nova Scotian coal is not suitable for tug boats. It is also asserted, that the present heavy duty on steam coal imported from Great Britain prevents many vessels coming to Quebec and Montreal with coal cargoes.—*Commercial Bulletin*.

LOCAL NOTES

To-morrow, the 25th, is the anniversary of the oath to the constitution, and will be observed as a national holiday.

A second election in the 6th district of Bahia has resulted in the return of Randolph Ephiphanius de Souza Dantas, minister of empire.

The appointment of John Gallagher, Jr., as United States consul-general at this port, was confirmed by the Senate on the 13th ult.

A real panic has at last broken out among the gas companies. A member of the Brazilian colony in Paris, Sr. Olympio Barcellos, has discovered a process of burning air for illuminating purposes, and it will cost only 50 centimes for a whole year. The process is still a secret within the brain of the inventor.

The poet Oscar Wilde, having expressed his keen disappointment in the Atlantic ocean on the score of its being "stagnant and uninteresting," his devoted friends are now illusrious that he shall visit Rio de Janeiro in order to inspect the famous grotto in the Jardim d'Aclamação. If that don't fetch him, his friends despair of ever effecting a reconciliation between him and this poor earth.

—The Cayapós Indians are raising hair up in Goyaz. According to late reports the crop is turning out well.

—An exhibition of fine arts was formally opened at the Liceu de Artes e Ofícios on the 18th inst. It remains open until the end of the month.

—The launching of the new revenue cutter *Almirante Barroso*, now under construction at the marine arsenal, is announced for the 17th April.

—A freedom's club was organized in this city on the 19th inst., under the title of "Club dos Libertos." The club was addressed by Senators Silveira Martins and Silveira da Motta.

—The Emperor has appointed Sr. Luiz Belini Paez Leme to the position of director-general of the postoffice, made vacant by the resignation of Commandador João Wilkens de Mattos.

—The government has appointed Bacharel Mauro Ventura de Barros Leite Sampaio to the presidency of the province of Paráhyba, and Desembargador João Rodrigues Chaves to that of Sergipe.

—Under date of the 25th ult. the bureau of agriculture orders the president of Santa Catharina to pay the sum of 109,848\$108 to the Blumenau colony for work done during the months of November and December last.

—The minister of agriculture has placed the sum of 30,000\$ at the disposition of the Brazilian consul at Hamburg to meet the difference in emigrants' passages from Germany to Brazil as compared with those to the United States.

—The opera-going people of Buenos Aires were treated to "O Guarany" at the opening of Ferrari's exhibition season—and the *Herald* calls it "charming" and "magnificent." Our opinion of the *Herald's* musical judgment has been revised.

—The minister of agriculture informs the municipal council of Ouru Preto, Minas, that the petition of Messrs. Schmidt & Lima for a 7 per cent. guarantee on a capital of 10,000,000\$ invested in a sheep-raising enterprise is for a favor which can be granted only by the legislative power.

—It would seem that the King of Burmah has decided to make all monopolies the exclusive possession of the state. As the tendency here is much the same, Burmah and Brazil will soon have occasion to consult each other on their industrial condition, and the means for alleviation.

—The director of the Comte d'Eu colony who was in the habit of boxing up the colonists under his charge for the better opportunity of whipping them, has been dismissed. It would seem that a man trained to drive slaves is a poor manager of colonists. There is food for reflection in this— even for Martinho.

—It is announced that the Pedregulho reservoir now holds water. Whether this happy result has been attained through the sifting of dissolved clay into the reservoir so that it might settle and fill the cracks, or through some other occult process, we do not know. At all events it has received its full capacity of 4.6 meters of water, and has neither broken nor leaked.

—The *Revista Ilustrada* has opportunely disclosed a rival air-ship to that of Dr. Julius Caesar. The balloon is nothing less than the head of Martinho Campos, which the *Revista* declares to be empty. Our colleague however has overlooked the steering apparatus—a very essential feature in all navigation. And that seems to be one of the very things which Martinho lacks.

—We are in receipt of a very interesting monograph on the rubber industry of the Amazon, written by M. A. Pimenta Bueno under the title of *A Borracha*. The author has dealt with his subject most intelligently, both in its commercial and its industrial relations. Those who wish to inform themselves on this subject will find Sr. Pimenta Bueno's little pamphlet of very great value.

—In view of the reports of Sr. Norberto Mendes Cordeiro to the effect that there are some 5,000 wild Indians west of Guarapuava, Paraná, who desire to enter into relations with the civilized world, the minister of agriculture has issued instructions for the opening of a road from Guarapuava westward toward the Rio Paraná, and has placed a circuit of 10,000\$ at the disposal of the provincial president for the preliminary surveys.

—On the night of the 17th inst. the palace of S. Christovão was broken into by thieves, and jewels belonging to the Emperor and Princess Imperial to the value of about 200,000\$ were carried away. The jewels had been placed temporarily in a cupboard, which circumstance seems to have been known to the thieves. Some doors were apparently forced open and windows raised, but more for the mystification of the police than anything else. A servant and ex-servant of the household are suspected of the theft, but proofs of their guilt have not yet been found.

—New landslides have occurred along the Don Pedro II line, but will not cause any prolonged interruption.

—The subscription for the family of the late Visconde do Rio Branco, promoted by the *Jornal do Commercio*, now amounts to 40,529\$.

—The government has at last formally received the new water works from the contractor. The completion of the work will be awarded under competition.

—The Emperor has placed the sum of 6,000\$ in the hands of the president of Rio de Janeiro for distribution among the sufferers from the late disastrous inundations.

—Two imperial decrees of the 18th inst. granted emancipation from colonial government to the Itajáhy and Príncipe D. Peleá colonies, and to that part of the Blumenau colony still under special laws.

—The deposits in the Caixa Económica of this city during the first half of this month amounted to 206,304\$, and the withdrawals to 164,373\$674. The balance on deposit March 15 was 10,582.611\$300.

—We heard a mild-looking man say, the other day, that if something is not done to stop the noise of the newsboys and candy-sellers at the Largo da Carioca, somebody would get a broken head; and another declared if those boot-blacking chairs are not removed from the middle of the Rua Direita sidewalk, something would get smashed. When these mild men become aroused to such a pitch of fury as this, there's trouble ahead.

—The minister of agriculture has nominated ex-Deputy Marcellino de Moura as inspector-general of lands and colonization. The appointment is an exceptionally good one, as it places an able and safe man in a very responsible position. Under the control of a liberal-minded man this department can be made to contribute largely toward the happy change in the laboring element of Brazil, and the abolition record of the new inspector-general is sufficient guarantee that he will not will not use his influence to prop up the dying institution of slavery, but that he will use all efforts to secure a new and better laboring element through a better and more liberal treatment of immigrants.

—From a recent dispatch to the press, the flying-machine inventor, Dr. Julius Caesar, informs the public that he has given orders for the construction of a balloon in Paris, 65 meters in length. The contract requires a part payment of 45,000 francs before the work is begun, of which he has been able to pay only 21,000 francs. To meet his necessities he now asks the press to promote a national subscription, in addition to the aid which he expects from the national legislature. In view of the fact that a practical test of this invention has never been made, the proposal would seem just a little "cheeky." When Julius Caesar succeeds in navigating a small balloon, he will then have some claim upon the public for aid in constructing so large and expensive a machine as the one specified.

—At the opening of the *Relação* of this city on the 18th inst. the crown attorney addressed the court in defense of its honor and honesty. He asserted "that in successive publications of the daily press the two superior tribunals of this capital had been attacked, charging that in their justice is an article of traffic; with them the defamation rivals the injustice, for it is undeniable that the Brazilian magistrates are distinguished for their rectitude and conscientiousness the same as the most scrupulous of any of the most advanced nations, many being not inferior in eminence." Now that ought to settle the question—now and forever. Everyone will admit that the crown lawyer ought to know, and if he decides to stand up in court and tell the presiding judges that virtue, and rectitude, and eminence, are their prevailing characteristics, we see no alternative but acquiescence. If the judges did not deny the impeachment, then why should the press? The case is closed.

—At the regular annual meeting of the Botanical Garden Rail Road Co., held in this city on the 15th inst., the following officers for the ensuing year were elected: President, Richard Cutts Shannon, Esq.; vice-presidents, Conde de S. Salvador e Matosinhos, Senator Luiz Felipe de Souza Leão, Commandador José Mendes de Oliveira Castro, Commandador Pedro Gracie, Commandador Enzebio José Antunes and Sr. Claudio S. de Vincenzi. The report of the retiring officers showed the road to be in a flourishing condition, the aggregate receipts for the year past having largely increased notwithstanding the unexampled rains. The company has just effected a change in the character of its stock through the Banco do Brasil, the capital being increased to 10,000,000\$ in shares of 200\$ each. The stock was largely taken by small investors, showing the popular confidence in the company. Four-fifths of the stock was taken on the first day, the 13th. Nothing is now heard about the transfer of the rail to the city, or the building of rival lines.

—The peculiar treatment of Portuguese immigrants to Brazil has been brought up in the Portuguese Chamber. The arbitrary transhipment of steerage passengers to São Paulo, when they want to stop here, is not considered satisfactory.

—A kitchen and passage-way in Rue Mariz e Barros fell down on the 13th inst., causing some slight bruises and a considerable alarm. In due time the chief of police and his assistant appeared on the scene, followed by a police *delegado*, the lieutenant commanding the military police of the city, the major commanding the civilian police, the commander of the 10th and 11th police districts, and a few policemen. And it wasn't much of a day for commanding officers either.

—In view of a report that the *Companhia Garantia e Proteção Mutua* would hold no general meeting of shareholders in accordance with its statutes, the government has notified the director that such a meeting must be held. It would seem that grave charges have been preferred against this company, which are now under investigation. The company has been carrying on a very extensive business throughout the country in a mutual insurance line, by which everybody is to be made rich at a mere trifle of expense. Like all such enterprises, there is much more in the promise than in the realization.

—Two cases were tried by jury on the 9th inst. which illustrate the inexplicable course of justice. A painter named Manoel Joaquim Guimarães broke into a house on the 3rd of April last with the design of robbing it. He was caught in the act. He plead "perturbation of his faculties" through a little gin which he had taken with a friend. The jury gave him eight years imprisonment and a fine of 20 per cent. of the value of the articles which he intended to steal. The next criminal was a street poultry seller named Joaquim Pinto Carneiro, who used his knife on two men on the 3rd of February, last year. He claimed self defense, and created considerable laughter by his reflections upon the police. To settle the question he declared that he had been in business at the market for six years, and no process had been ever made against him at that time. He was absolved unanimously. The manifest conclusion is that the use of the knife is one of the least punishable offences known to the average jurymen.

—This year's edition of Laemmert's *Almanac*, which is just published, is a noteworthy improvement over those of former years. Under the careful management of St. Arthur Sauer, who has had the work in charge this year, the work has been extensively reorganized and improved, thereby greatly enhancing the value of the directory for reference purposes. The classification of business houses and occupations has been improved, although in the matter of making an alphabetical arrangement of Portuguese names there is still very much to be desired. The fault, however, is with the peculiar customs of the country, and not with the compiler. Another great improvement, which business men will not fail to appreciate, is the separation of advertisements from the text, and assigning them to a separate division of the book. These various divisions—the business, administrative and provincial directories, and the official and statistical record of the year—are indicated by different colored margins, thus affording an easier access to any part of the work. The publishers are to be congratulated on the useful improvements which they have made.

COMMERCIAL

March 24th, 1882.
Par value of the Brazilian mil reis (\$100), gold 27 d.
do do do in U. S. coin at \$4 84 per £1. stg. 54 45 cents.
do \$1.00 (U. S. coin) in Brazilian gold. 1 32 7
do of £1. stg. Brazilian gold... 8 88

Bank rate of exchange on London to-day.....	20% d.
Present value of the Brazilian mil reis (paper)	72 75
do do do in U. S. coin at \$4 80 per £1. stg. 41 75 cents	
Value of \$1.00 (\$4 80 per £1. stg.) in Brazilian currency (paper).....	2 395
Value of £1. sterling " "	11 497

EXCHANGE.

March 14.—The Banco Commercial opened with the official rates of
London..... 20%
Paris..... 45%
Portugal..... 25%
withdrawing them about mid-day and substituting them by the following:
London..... 20%
Paris..... 45%
Portugal..... 25%

The other banks also drew at 20% in the morning and at 20% in the afternoon. The rates for private paper were 20% on London and 45% on France. Market inactive Sovereigns 11 375 sellers, 11 670 buyers.

C. McCULLOCH BEECHER AND COMPANY.

41 & 43 Wall Street,
NEW YORK

Rua Primeiro de Março, 64,
RIO DE JANEIRO

Transact a
General Banking,
Mercantile and
Shipping Business.

Advances made on consignments of
Merchandise and Freight.

Regular monthly Lines of
Steamers and Sailing Packets
running between above Ports.

Univalled facilities for buying and selling
Brazilian Produce & American Staples
at the most advantageous terms.

DROGARIA AMERICANA
J. AYRES & Co.

No. 34, Rua de São Pedro.

Importers and introduces of Drugs, Chemicals, Pharmaceutical products, and American, English and French specialties of all the different makers.

**THE NEW LONDON
AND
BRAZILIAN BANK
(LIMITED)**

HEAD OFFICE: LONDON

BRANCHES:

LISBON, OPORTO, PARÁ, PERNAMBUCO, BAHIA,
RIO DE JANEIRO, RIO GRANDE DO SUL,
AND MONTEVIDEO.

Capital.....	£ 1,000,000
Capital paid up.....	" 500,000
Reserve Fund.....	" 165,000

Draws on:

Messrs. GLYN, MILLS, CURRIE & Co.,
LONDON,

Messrs. MALLET FRERES & Co.,
PARIS,

Messrs. J. H. SCHROEDER & Co.,
HAMBURG,

Messrs. MORTON, BLISS & Co.,
NEW YORK.

**ENGLISH BANK
OF
RIO DE JANEIRO
(LIMITED)**

HEAD OFFICE IN LONDON

BRANCHES:

RIO DE JANEIRO, PERNAMBUCO AND SANTOS

Capital.....	£ 1,000,000
Capital paid up.....	" 500,000
Reserve Fund.....	" 150,000

Draws on the London Joint Stock Bank and transacts
every description of Banking business.

JOHN McCALL & COS.

Prepared Meats.

Paysandú Ox Tongues, Fresh and Smoked,
Ox Tails, Stewed Kidneys,
Potted Tongue, Spiced Beef,
Fresh Beef, etc.

Put up in small tins convenient for family use, and at very
reasonable prices. These well known preparations have never
failed to give the best satisfaction wherever tried.

Manufactory: Pelotas, Rio Grande do Sul.

Sole Agency in Rio de Janeiro:

No. 55, Rua General Camara.

**ROYAL MAIL
STEAM PACKET COMPANY**

Under contract with the British and Brazilian
Governments for carrying the mails.

TABLE OF DEPARTURES,

1882

Date	Steamer	Destination
March 24	Mondego	Bahia, Macaé, Pernambuco, Lisbon, Southampton and Antwerp
" 26	Dorwert	Montevideo and Buenos Ayres
April 9	Eibe.....	Ishia, Pernambuco, Lisbon, Southampton, and Havre.

The outward steamers are due here about the beginning and middle of each month; proceeding to Santos, after the necessary stay in this port.

For freights and passages apply to

E. W. MAY, Supt.,
Rua 1º de Março No. 49.

**LIVERPOOL, BRAZIL AND RIVER
PLATE MAIL STEAMERS**

UNDER CONTRACT WITH THE

BRAZILIAN GOVERNMENT

For New York:

Steamers leave Rio de Janeiro on the 5th, 15th and 25th of each month, loading also in Santos. Other steamers sail monthly for the United States of America, as per special advertisements.

From New York:

A steamer leaves Rio de Janeiro on the 5th, 15th and 25th of each month (occasionally calling at West Point for cargo) for Bahia and Rio de Janeiro, bringing cargo and passengers for transhipment to the Coast Ports and River Plate by steamers of the same Line.

Excellent accommodations for passengers.

Apply to

Lamport & Holt
21, Water Street, Liverpool;

or

Arthur Holland & Co.
17, Leadenhall Street, London.

Agents in Rio de Janeiro,

Norton, Megaw & Co.
Rua 1º de Março No. 82.

**RUBBER HAND AND
DATING STAMPS.**

The Consecutive Rubber Dating Stamp

Self-Inking Hand Stamp,

The Pocket Pencil Stamp,

The Compass Stamp,

Fac-simile Autographs,

Monograms,

Hand Stamps of every size and
description.

For Merchants, Bankers and Professional Men and for all business purposes, these stamps are superior to any kind of hand stamp in use. They are simple, durable, elastic, and they print easily and perfectly. They are absolutely noiseless.

For Family Use, in marking clothing, house and table linen, etc., with indelible ink, they are invaluable.

Monograms, autographs, etc., made to order.

Metal-Bodied Rubber Type.

An elastic, changeable type that can be set up and used with on delay and as often as occasion requires.

These type have accurate metal bodies upon which rubber faces are mounted and vulcanized by a patented process. They combine the accuracy of metal type with the elastic printing qualities of rubber. In use they are

This new type is put up in a variety of styles and sizes to suit purchasers.

S. T. LONGSTRETH, Manufacturer of

RUBBER PRINTING AND DATING STAMPS,

No. 34, Rua S. Pedro.

Rio de Janeiro.

C. P. MACKIE & Co., Limited.

PHILADELPHIA, Pa., U. S. A.

Railroad, Tramway and Engineering Supplies and Materials.

Contracts made for furnishing new lines with Rails, Bridges, Rolling Stock, Shop Machinery, Telegraph Supplies, etc., at Manufacturer's Lowest Rates.

Designs and Estimates on application.

REPRESENTING IN BRAZIL

The following manufacturers:

**THE WESTINGHOUSE AIR
BRAKE CO.**

PITTSBURG, Pa., U. S. A.

**THE WHARTON RAILROAD
SWITCH CO.**

PHILADELPHIA, Pa., U. S. A.

PULLMAN PALACE CAR CO.

NEW YORK, U. S. A.

T. G. BRILL & CO.

PHILADELPHIA, Pa., U. S. A.

HOOKS SMELTING CO.

PHILADELPHIA, Pa., U. S. A.

LEHIGH CAR WHEEL WORKS

CATASAUQUA, Pa., U. S. A.

CULMER SPRING CO.

PITTSBURGH, Pa., U. S. A.

**THE JOHN A. ROEBLING &
SONS CO.**

TRENTON, N. J., U. S. A.

BROOKS LOCOMOTIVE WORKS.

DUNKIRK, N. Y., U. S. A.

W. M. SELLERS & CO.

PHILADELPHIA, Pa., U. S. A.

BLAKE ORE CRUSHER CO.

NEW HAVEN, Conn., U. S. A.

S. SECURITY AGAINST FRAUD!

The Monitor

Check Perforating Machine.

The use of this machine affords an absolute guarantee against rising or altering the amounts specified on any kind of commercial paper.

The machine may be seen in this office, where orders will be received.

**GUARDIAN FIRE AND LIFE
INSURANCE CO.**

Agents in Rio de Janeiro

Smith & Youle.

No. 62, Rua 1º de Março.

**THE LIVERPOOL AND LONDON
AND GLOBE
INSURANCE COMPANY.**

Agents in Rio de Janeiro

Phipps Brothers & Co.

15 Rua do Visconde de Ishauna.

TYPOGRAPHIA CENTRAL

EVARISTO RODRIGUES DA COSTA

7 Travessa do Ouvidor

This establishment, supplied with excellent material nearly all imported from the United States, is prepared to print any work of literature, art, science, religion, etc., etc., however voluminous it may be. It executes all kinds of printing for commercial transactions, railways, public departments companies, banks, associations, brotherhoods, etc.

Visiting Cards,

Bills of Fare, Wedding Invitations,
Circulars, Funeral Announcements,
Art and Color Printing.

Orders from the interior will be accepted whenever accompanied by the name of some person in this city as a guarantee.

7 TRAVESSA DO OUVIDOR, 7

RIO DE JANEIRO

TYPOGRAPHIA ALDINA

79, Rue Sete de Setembro.

The proprietors of "The Rio News" and "Revista de Engenharia" have established a first-class Commercial Printing Office, in connection with their publication offices, and are now prepared to receive orders. Their presses and type are new and of the best make, and no pains will be spared to give entire satisfaction in the work undertaken.

Special attention will be given to English work.

**REVISTA DE ENGENHARIA,
(PORTUGUESE.)**

The only Engineering Review published in Brazil.

Devoted to the interests of Brazilian engineers and engineering enterprises, and to all co-ordinate subjects which aid in the industrial development of the country.

It will contain a full record of all concessions granted by the government, and of their administration and condition.

Owing to its large circulation among engineers in all parts of the empire, it will be found a valuable advertising medium.

Published monthly.

Terms:— one year £2000
six months 6000
each number 2000

Advertising terms furnished on application.

City Telephone Address: No. 112.

Editorial and publication rooms:

No. 79, Rue Sete de Setembro.
Rio de Janeiro.

THE RIO NEWS

Published three times a month for the American and European mails.

The RIO News was established under its present title and management on the 1st of April, 1879, succeeding the *Revista de Engenharia*. Although the style, title and frontispiece of the last were changed, the character and contents remained unbroken. At the beginning of 1881 the style of the publication was still further changed by an increase from four to six pages, and a diminution in the size of the page. This change not only largely increased the size of the publication, but it added greatly to its convenience for office and reference use.

The policy adopted by The News at the outset was that of strict independence and impartiality. The editors had wide geographical knowledge in political and economic questions, and as they believed in the right of the individual to discuss his own opinions, and in the right of the press to publish them, they decided them just as far as their relative importance made it desirable. In this line of policy The News has been successful even beyond all expectation.

With the beginning of its ninth volume (January, 1880) the editors feel themselves warranted in claiming to the uniform and general satisfaction with which their policy and management have thus far been received, and in advancing their patronage. The News will seek to keep its readers fully and accurately informed on all political and economic questions, and upon all matters of Brazilian interest. It will treat every question frankly, and for the sake of truth and justice, and without fear or favor. In its discussions it will treat every question frankly, and for the sake of truth and justice, and without fear or favor. The News will hold themselves personally responsible. In its news columns it will seek to keep its readers fully informed on all matters and occurrences throughout Brazil.

TERMS:

One year's subscription £2000
English and American subscriptions £600 & \$10
All subscriptions should run with the calendar year.

BUSINESS AND EDITORIAL ROOMS:—

79, Rue Sete de Setembro.

POST-OFFICE ADDRESS:—Caixa no Correio, No. 721.

CITY TELEPHONE ADDRESS:—No. 112.

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